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Hongkong, 23rd April, 1906.







## MACAO.

(FROM OUR CORRESPONDENT.)

Macao, July 30th.

GOVERNOR OF PORTUGUESE INDIA.  
If the rumour be true, the numerous friends of Senhor José Maria de Sousa Horta e Costa here and in your Colony will be glad to know that this gentleman is going to be the Governor-General of Portuguese India. As far as is known, Senhor Horta e Costa, if not already on his way to India, soon will be. They will also congratulate the people of Portuguese India on having a man like Senhor Horta e Costa for their chief.

## ANOTHER PROMOTION.

It is also known that Senhor Alberto Nunes, the Director of Public Works of this city, is now made a colonel, and this gentleman is expected to be here in September.

## DEPARTURES.

By the P. R. steamer *Empress of China* that is leaving your port on Wednesday, 1st proximo, Dr. Lello, the Colonial Secretary, Dr. Espinosa d'Almeida, the Colonial Surgeon, Dr. Lopes de Rio, doctor of the *R. L. Lima*, are going home on leave. The two first gentlemen are going for a few months and will be back by next April. Mrs. Lello is accompanying her husband home.

During the absence of Dr. Lello, the Attorney-General, Sr. Sousa, will act as Colonial Secretary. The acting Colonial Surgeon will be Dr. Araújo.

## DEATH OF A MILITARY OFFICER.

News was received of the death on the 28th June last in the military hospital of Orléans, of Captain José Abelard Borges. The deceased officer, who was young at the time of his death, was a native of Macao, but on commission in Timor. He served his country well.

## HOUSE RENTS.

Macao, until a short time ago, was noted for the cheapness of its houses, but of late the rentals have gone up very much. The latest I have heard is that the Santa Casa de Misericórdia (Holy House of Mercy), who own a good many houses here, have decided to increase the rents of them. No doubt the other landlords will follow suit.

## HOME VIA SIBERIA.

Some time ago we published reference to the Trans-Siberian route to Europe, supposed to be open. It now appears that for Eastern residents desiring to reach home quickly would do better to avoid this route for some time yet. A gentleman whose evidence we regard as entirely trustworthy writes to the *Japan Chronicle*, showing that to go home via Siberia just at present involves serious delays, extra expense, and considerable discomfort, owing to the heavy pressure on the available rolling stock. Agents appear to have been somewhat reckless in looking out for their own pockets, and have been making complaints of "scant courtesy" and loss of luggage. No doubt things will be managed better after the line has been open longer; at present, passengers are advised to turn their attention elsewhere.

## YANTZIE SHIPPING COMPETITION.

The *Kobe Herald* translates from the *Osaka Asahi* the following statement as to the present position of the rivalry between British, German and Japanese shipping firms for the shipping trade of the Yangtze. "The British and German steamers on the Yangtze service are rapidly increasing in number. There are now five vessels of Messrs. Butterfield and Swire, five belonging to Messrs. Jardine, Matheson, three other British vessels, and three N.D.L. steamers, all running between Shanghai and Hankow. Most of the line are of 2,500 or 3,000 tons, only two or three being of 1,000 tons or below. Four O.S.K. and two N.Y.K. steamers are engaged in severe competition with these vessels, while the N.Y.K. has also three vessels plying between Yokohama and Hankow, and the O.S.K. three between Osaka and Hankow. In addition to the above-mentioned lines, the China Merchants' Company has five very good steamers on the Yangtze service. In all, twenty-seven British, German, Japanese and Chinese steamers are now taking part in the fight which is in progress between Shanghai and Hankow. If the vessels on service between Yokohama and Osaka and Hankow are added, the number is raised to thirty-three. Moreover, on the service between Ichang and Hankow there are two O.S.K. steamers, two belonging to Messrs. Jardine, Matheson, two belonging to Messrs. Butterfield and Swire, and one run by the China Merchants Co. Between Hankow and Chungking, the Huanan Company has two vessels, and the China Merchants Co. and Messrs. Butterfield and Swire have one each. Between Chungking and Nanchang there is one steamer belonging to Messrs. Butterfield and Swire. Thus it will be seen that altogether, eighteen British, sixteen Japanese, eight Chinese, and three German steamers are in competition on the Yangtze service. But there are also a number of independent vessels which join in the competition from time to time. In consequence of this intense rivalry, excessive rates cutting in the convenience of passengers and cargo is being indulged in, to the great discomfort of all the companies concerned. At present the passenger fare between Shanghai and Hankow is only ¥1.00, the lowest rate in the world for the distance. Such being the case, the amalgamation of the Yangtze services of the N.Y.K., O.S.K., and the Huanan Company has been proposed for the purpose of meeting the foreign competition. Owing to the conflicting interests of these companies, however, it is uncertain whether or not the proposal can be carried. But it is certain that some arrangement will have to be come to if the competition of the foreign firms is to be successfully encountered.

The *Osaka Asahi* also reproduces some statements made by a Japanese who has just returned from South China concerning the competition between the N.Y.K. and the N.D.L. on the Swatow-Bangkok line. According to this person's assertions, the Japanese Company's vessels are operating twice as much freight and passengers as are secured by the German steamers, although the N.D.L. passenger rate has been reduced to ¥1.30 compared with ¥4 charged by the N.Y.K. The *Asahi* informant attributes the success of the Japanese service to the unpopularity of the German line with the Chinese.

## THE CHINESE CUSTOMS.

SIGNIFICANCE OF THE RECENT EDICT.

Now that the acute stage of the question has been safely passed it may not be amiss to inquire what real grounds existed for the alarm which was felt on the sudden appearance of the Imperial Decree superseding Sir Robert Hart. It may be said at once that the wording of that decree afforded ample justification for the belief that a vital change was imminent to the interests of the British bondholders, was in prospect. The text of the document, as especially translated, ran: "We hereby appoint Tsch Liang, President of the Board of Revenue, to be Director-General of Customs (Tu-Pan Shui-wa Tsch'ien), and Tang Shao-yi, now Vice-President of the Foreign Office, to be Associate-Director of Customs (Hui-pan Shui-wa Tsch'ien), and all foreigners and Chinese in the service of the Imperial Maritime Customs shall in future be wholly under their control." This most explicit decree was dated the 9th of May, and although a later edict has partially deprived it of its force, there is no doubt that the first remains on the record, notwithstanding that the Peking Government has reaffirmed the declaration of the Loan Agreements of 1896-98, which were to the effect that "the administration of the Imperial Maritime Customs of China shall remain as at present constituted during the currency of this loan," for in China it is contended that an Imperial Decree is absolutely irrevocable.

If the Powers are willing that this contention should hold good, then it must follow that the concession in which must be obtained in China by private enterprise, whether for the purpose of constructing a railway or developing a mine or for any other undertaking in which foreign capital may be sunk, can, at any moment be rendered null and void by the promulgation of an edict against which there is no possibility of making a successful appeal, and this in spite of the fact that the concession has been made under the sanction of the British Government having taken official notice of the agreement entered into by the Chinese with the capitalists. This is no mere effort to conjure up a difficulty, but a plain statement of one that really exists, for the railway from Suifu to Hangchow and Ningpo, authorised by the Peking Foreign Office with the cognisance of the British Government, in 1898, on which much work has been done, has by Imperial edict been placed under the Chinese Bureau of Railway Construction and the original concession rescinded, all by "irrevocable decree." The point is one of much importance, in that if the Chinese contention as regards the Customs decree, which still remains in force, be accepted, the same plea must be recognised in the case of the amendment of the concession of the Suifu-Hangchow Railway—namely, that the cancellation of the British company's property must quickly be acquiesced in.

It is a peculiarly dangerous thing to permit a precedent to be established in the case of the Chinese, and although it may have been exceedingly difficult to arrive at a satisfactory settlement in this last affair of the Customs, without having recourse to an action of the Chinese Government, it is to be feared that in Chinese eyes the matter has simply been left in abeyance for the time, to be revived whenever a convenient opportunity may present itself. Indeed, the Chinese Foreign Office made no secret of its belief that "owing to the advanced age of the Inspector-General the time for his retirement had arrived," and it was urged that the Chinese Government should appoint another foreigner in his place, to appoint another foreigner in his place. Sir Robert Hart was even credited with a wish to resign, but perhaps the summing-up of the question by a native journal affords after all the best clue to the action of the Peking Government, and is, indeed, highly instructive in itself. The text was very much as follows: "We do not care at present whether Sir Robert resigns or not, but we deem it urgently necessary to appoint Chinese Directors in the Customs business, and gradually restore the Imperial Maritime Customs to purely Chinese hands. We hope the newly-appointed directors (Tsch Liang and Tang Shao-yi) will at once establish a Customs School, so as to train the graduates to the Customs Service, and that finally the Inspector-General and the Commissioners will be appointed from among the Chinese. The existence of a country depends upon its finance, and that of China must not be controlled by foreigners, lest she should in the end be forced to share the fate of India and Egypt." There is little reason to doubt that this paragraph reflects the actual feeling of the Chinese on the subject, and it should be borne in mind that the "irrevocable edict" appointing the Chinese Directors is only in abeyance.—E.

## THE RULE AT WOOSUNG BAR.

The suggested strict enforcement of rules for crossing Woosung Bar, which have hitherto borne only the authority of custom, is an outcome of the growing trade of the new port. It is not likely to be any relief on the part of the British to be asked to accede to suggestions which, coming in the first instance from the Pilot Board, have been endorsed by the Harbour Master and the General Chamber of Commerce, and are on their face eminently reasonable. In the short time that he has been in Shanghai, Sir Hamilton de Souza-Menezes has had to adjudicate in a sufficient number of collision cases arising from breaches of the unwritten law of the bar, to cause him to direct from the Bench public attention to the danger, and it is an illustration of the Shanghai custom of *laissez faire* that these most concerned should have waited for outside prompting in this way before taking definite action. The rules now proposed are far simpler than the arrangements of the shipping collision in 1896, by which the *Otoko* was sunk and 300 lives lost. To that arrangement objection was raised that it cast all the responsibility on the Harbour Master at Woosung, who practically would have been called upon to assume the duties of a signaller. The keeping of a strict lookout by all vessels between the points now named should make it possible for approaching vessels to discover each other across the narrow neck or Pleasant Point, and the immediate enforcement of the rule that the vessel against the tide should give way would, at all events, fix automatically the blame for collisions, and reduce them to a minimum. The risk has been run almost invariably for the purpose of saving a tide and consequent expense, but the possible balance with the danger not only to another vessel, but to the whole business of the port, should it ever chance, as is easily possible, that a vessel be sunk right on the Bar itself, or in the narrow fairway.—N.C. Daily News.

We find our proper personality only in Society, and it is by exposure in the light of other consciences that the colours of our own steel forth. Especially is it the play of inequality in the characters around us, the reputation of those below, the attraction of those above our level, that wakes up the forces of our proper nature.

## VOTES FOR WOMEN.

MR. KEIR HARDIE AND "LOUD-MOUTHED RADICALS."

A demonstration, convened by the Women's Social and Political Union, in favour of women's suffrage, was held in Trafalgar-square on July 1st. A crowd numbering about 1,000 persons gathered before the Nelson column, where a number of speeches were delivered, under a flaming banner, bearing the inscription, "Aequitas, the enemy of the women and the workers." A strong body of opponents found a place in the crowd, and the proceedings were frequently interrupted.

Mr. Friedrich Lawrence moved a resolution, demanding "that a woman's enfranchisement clause be inserted in the Parnell Voting Bill now before Parliament, and passed into law during the present session."

Mr. Keir Hardie, M.P., said that it was evident there were seceders present (laughter). Every new movement had to encounter the laughter of the unthinking multitude. "I am prepared to make a bet," he added, "a thing I never do in my life" (a voice, "Liar!") "that the callow youths who are laughing and jeering here to day are Radicals (cheers, laughter, and counter-cries), are men who proclaim themselves in favour of political equality. My experience of the London Radical clubs—and I don't want these remarks to apply to Radicals generally—my experience of the London Radical clubs, from which the hoaxes and the scoundrels come, is that they contain the most reactionary politicians within the shores of Great Britain" (hoor, cheer, cheers, and derisive laughter).

Proceeding, Mr. Keir Hardie asked why the suffragettes should not have adopted the methods of the great Radicals. "What else could they do?" The Chancellor of the Exchequer, a paid servant of the State, had refused to receive a deputation of women. Every English subject had a right to approach the King, and if the Chancellor of the Exchequer was to set himself up as a second edition of an Indian deity, it was an insult to the people who put him where he was (a voice, "A scoundrel"). "If it had been done by Mr. Michael Hicks Beach or any other Tory Chancellor of the Exchequer, you loud-mouthed rascals," said Mr. Keir Hardie, "pointing to some opponents, 'would have been the first to shout yourselves hoarse about it.'"

This remark was greeted with an outburst of cheering and hissing, and for a minute or more Mr. Keir Hardie was unable to continue. Many called out "Apology" and "Withdraw." The resolution was adopted, as was also a protest against the "undue interference of the authorities with the agitation on behalf of the political enfranchisement of women."

## GERMANY'S NEW TAXES.

MOTOR CARS AND CYCLES ADD TO THE REVENUE.

Seven new taxes provided by the Budget passed by the German Reichstag came into force on July 1st, and are expected to yield an annual revenue of at least £10,000,000, and possibly £10,000,000 or £12,000,000. The new taxes are those on beer, cigarettes, royalties, bills of lading, motor-cars, and unissued shares, while all duties comprise the seventh new impost. All duties are fixed for increasing the revenue. It is unpopular, but the most unpopular of them all is the beer tax. This is graduated, and begins at the rate of 2s. per hundredweight of brewing materials used (hops, etc.) up to the first 25 tons, after which it rises gradually to 5s. per cwt. of materials.

The tax on cigarettes is fixed according to their price in retail trade. There is a tax of 1s. 6d. on every thousand cigarettes sold at a price not exceeding 15s. per thousand, and the taxes rise by a graduated scale to a maximum of 10s. per thousand cigarettes. An eight per cent. tax is introduced on royalties, but all royalties which amount to less than £250 are exempt. The tax on bills of lading is graduated according to the weight and according to the freightage. A kind of five per cent. tax, which is not exceeding 25s. is paid for freightage, is taxed at the rate of 1d. A load exceeding 30 tons, for which a sum not exceeding 25s. is paid for freightage, is taxed at the rate of 5d. If more than 25s. be paid for freightage, the tax on the same load increases to 1s. 6d.

The tax on motor-cars varies from 25s. to £10 10s., according to the size and horse-power. Motor cycles are taxed at the rate of 10s. per year. Motor cycles and motor-cars are exempt from this tax. The tax on unissued shares is one of 2 per cent. The death duties vary from 4 per cent. to 10 per cent. on the total value of the estate, according to the degree of relationship of the heirs to the deceased person. One of the immediate results of the new taxes will be an increase in the price of beer as well as in the price of cigarettes, of which 12,000,000 are manufactured every year in Germany.

## TURKISH-EGYPTIAN FRONTIER.

THE DANGER OF AN ADVANCE ON SUZE CANAL.

The *Blue Book* just issued about the recent difficulty over the Turkish-Egyptian frontier, a despatch from Lord Cromer in July is published. In this his lordship refers to the danger of a Turkish advance on the Suez Canal during May. A serious attack upon Egypt, issued out of the question, but it was possible that a raid might be attempted in view of causing an outbreak of fanaticism in Egypt.

Such an attempt would have been of a most desperate nature, as a reverse would have meant the annihilation of the attackers. Nevertheless, it seemed undesirable to the Egyptian Government to take any risks, so the British Navy undertook to defend the Suez Canal.

In dealing with the influence of the Pan-Islamic press, Lord Cromer doubts whether any newspapers would risk suppression, if mendacity and misrepresentation were so punished; but he is of opinion that the Pan-Islamic press should be left alone for the present, trusting to time and the reliance on the true facts of the case for convincing the Egyptian public of the folly of these papers that are preaching Pan-Islamism. Yet, if the Egyptian press should ever menace public tranquillity, then it would be the duty of the Government to resort to repression. Anyhow, one conclusion to be drawn was abundantly clear, namely, that the British garrison in Egypt must be permanently increased at the cost of the Egyptian treasury.

Lord Cromer, finally, transmits an unsigned letter, addressed to him by an anonymous, but evidently enlightened and educated, Egyptian, which bears eloquent testimony to all that Britain has done for Egypt, but points out that "the sword once drawn, there could be no longer the choice, as you Moslems as to what he should do, as he must fight for the Sultan, regardless of all considerations."—*Strait Times*.

## PENNY POSTAGE TO THE UNITED STATES.

The following interesting letter appears in a London paper this month:—Sir,—As a first natural—no might say inevitable—result of the memorable vote of the United States for Universal Penny Postage at the recent Congress in Rome, a deputation of members of both Houses will wait on the Chancellor of the Exchequer and the Postmaster-General, Grand Committee Room No. 10 of the House of Commons, Westminster, to-morrow, at 4.30 p.m., to ask that negotiations may be opened with Washington for an Anglo-American Penny Post. As this would obviously be a giant step towards worldwide penny postage, with the members of both Houses of Parliament, the ex-members who supported that measure are also invited; just as gallant knights, when unhorsed, were still expected to strike a blow on foot.

The arguments for a penny postal union embracing the English-speaking world are simply overwhelming. We, and the people of the great Republic, have a common origin, speak the same language, and cherish identical ideals. We are free friends, and good customers to each other. Every year we send a quarter of a million young, healthy, industrious mechanics and labourers—"desirables" to man— to cultivate the Western prairies; every year these wanderers remit some £1,500,000 to meet the cheer of poor relatives in the Old Country. Such remittance by a humble emigrant tone is beyond any other evidence we can adduce. Twice as many of King Edward's subjects go to the United States as to the Colonies; ten millions out of our fifteen millions of emigrants went there during the past century. Public opinion, on both sides of the ocean, is strongly in favour of a reform which injures none, benefits all, and is the multiplication of correspondence, many of them modern express. The British Post Office, though it feels the difficulty, like the Dorsetshire with his troop of colts, of marshalling all the nations and states of the world in line, it will probably be found, honorably disposed towards an Anglo-Saxon Union (capable of grand extension). The American Post Office, with interest equal to ours, has shown by its rate at Rome and in official reports that it thinks the penny rate both beneficial and profitable.

It may be added that Anglo-American trade reaches the stupendous annual of £180,000,000. The heavy postage is, in effect, a tax on every penny of this before it is earned. One fact settles the question. Although letters to the United States cost 3d. each, four letters per annum are sent with them, in the same bag, through New York, and hundreds of miles farther, into Canada, for one penny each! Such a glaring anomaly can hardly be matched in Chinese administration!

The United States of America is as wide as the Atlantic and as heavy as sea freightage. All over that Continent, including the States, Mexico, and Canada, the postage is a penny. It is a penny all over the British Empire, even from London to Auckland, 14,000 miles. Yet across the Atlantic, which in these days of turbines rather than steamships, the postage is one and a half times greater. The Chancellor of the Exchequer will learn from his colleague the Postmaster-General that an increase of 150 per cent. might speedily be expected in the volume of correspondence under the penny rate, thus covering the initial sacrifice of revenue.

No numerous, vital, and far-reaching are the happy consequences of cheap postal communication between the two great branches of our race that all who are invited to join a deputation leading to it must ever remember their action with pride and satisfaction.

J. HENNINGER HEATON.

## SPANISH DOLLARS IN CHINA.

A HOARDING PEASANTRY.

Mr. Consul Sandius' report to the Foreign Office on the trade of Wuhu (in China) contains some curious facts. After stating that the foreign imports amounted to £10,180,965, and the exports £3,186,321, he observes that the might be expected that the marked preponderance of the exports over the imports would call for a correspondingly large import of treasure to adjust the balance of trade, but that is by no means the case, the export of treasure exceeding the import by £3,243 in the year under review. This peculiarity is accentuated by the fact that the farmers insist on cash payment, and, further, especially in the past few years, the price of the rice is high, and only accept in payment Spanish dollars dating back to the last decade of the eighteenth and the opening years of the nineteenth centuries. These, although in parity no better than, and in weight not equal to, the modern Mexican dollar, are at a considerable premium which fluctuates almost daily. It is computed that there are, all told, about 4,000,000 of these coins in the province, of which not more than 1,700,000 are in circulation, the balance being hoarded by the peasantry. No amount of financial juggling could expand that sum to the required amount. There has been much speculation as to the manner in which the rice is paid for, and several theories have been advanced. The following, however, appears to be the correct solution of the riddle. In the province of Anhui the great bulk of the rice land is not the property of peasant proprietors or village communes, but belongs to some half-dozen powerful families, among others that of the late Grand Secretary Li Hsiang-chang. These families, which reckon their acres by tens of thousands, farm their land on the *metayer* system, the contribution of the tenants being one-half of the crop north of the river and one-third of the crop south of the river. The quantity retained by the tenant after satisfying local requirements would not leave much balance for exportation, so it is not unreasonable to suppose that most of the export is in the hands of the landlords, who would not be locally in need of ready money, but would receive instead bank drafts payable at the commercial and industrial centres where they have family connections and business interests. The comparatively insignificant balance would be produced of the small independent cultivators, for whose transactions the limited amount of currency would be adequate.

## AN OCEAN MYSTERY.

Deep anxiety prevails at Marseilles (says the *Globe* of July 2nd) lest news should arrive from day to day of a great calamity of the sea. The passenger and cargo steamer *America*, which plies between Marseilles and New York, left the French port on June 11th, having on board 110 passengers and a crew of 50, and should have reached her destination by June 23 at the very latest, allowing for a slow passage. In fact, she had not arrived up to Friday night, and was not expected to arrive until Saturday, and it was not until the evening of that day that there was absolutely no report of any vessel having seen the *America*, although her course lies on a track frequented by ships. The only hope, though it is a faint one, lies in the possibility of damage to the machinery having caused her to drift from her course.

## KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-6d.) \$38.00

" 4 CARTRIDGE (25-15-0d.) \$50.00

## LONG, HING &amp; CO.

No. 17, QUEEN'S ROAD.

## HAVE YOU TRIED

"BLATZ"

THE STAR MILWAUKEE BEER:

AMERICA'S BEST.

PER CASK, 16 DOZEN PINTS \$27.00

DOZEN PINTS 2.50

SOLE AGENTS:

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WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

## THE SALISBURY SMASH.

Of the sad disaster to the boat-train, telegraphed to us at the time, the *Evening Standard* of July 2nd says:—Imagination boggles at the terror and horror of the Salisbury disaster. In the actual number of deaths and the extent of injuries it may be said to be another overwhelming, and extraordinary. It is not as the destruction of a city, nor even as the wreck of a liner, the destruction of a battleship. For that very reason, perhaps, it is the more easily realised, and comes home to us with a more direct force. In dealing with fatalities on the grandest scale the impossibility of grasping their significance dulls the edge of human sympathy. We can hear that San Francisco has perished as a city or that a hundred thousand men of one or other race have laid down their lives in battle with something less acute of horror and dismay than we feel in face of a railway accident at our very door by which some twenty lives have been sacrificed.

And there were special circumstances surrounding this calamity that deepened its tragedy. The plain story of the smash emphasises its piteousness. After a stormy voyage across the Atlantic the *New York* arrived rather late at Plymouth. Safe home at last—that would be a natural reflection; how many passengers are not in the habit of announcing their safe arrival to their friends when the dangers of ocean travel have been so safely passed?—a fair proportion of passengers, tired of the sea and the ship, eager to be with friends and to find their land legs again, left the vessel to take the boat express from Plymouth and reach London at the earliest possible moment. In they got at Devonport, glad to exchange the ship for the railway, and settle themselves for four hours' run, with London, so to speak, already in their pockets. Perhaps they go to sleep, to be wakened just outside Salisbury in the presence of death, or, by a more merciful fate, never to wake again. Accounts agree in remarking that nothing unusual or untoward happened on the journey from Plymouth to Salisbury. Of course nothing happened which should be. If it were not for the given, these disasters would not occur; in their for some reason unexplained and possibly inexplicable, the train went mad on leaving Salisbury Station at the high speed at which, let us mark, it is accustomed to travel. Leaving the rails, it dashed here and there in a wild and crazy course, until the work of destruction was horribly complete, and little more was left of a happy train of travellers than a heap of twisted metal and a little of human wreckage. Death laid his icy hand on those carriages, and a new tragedy was added to the list of the world's disasters.

Pitiable scenes of course abounded, and, equally of course, the work of rescue and relief was nobly done. Before the sufferings of the dying and injured and the disfigured faces of the dead we can but be silent. Before the shocks and sorrows of relatives and friends public sympathy sorrows itself in vain. All words are commonplace, and no action can soften the blow. Of the tragedies that lie behind the tragedy we get no sight, unless we are so unfortunate as to be a number of relations amongst the victims. But we can imagine what we cannot see, and we can realise the particular pathos of the circumstances.

For the rest, it is more difficult not to draw a wrong conclusion from the facts than to advance any useful theory. We cannot follow, on spiritual or material lines, the line of argument put forward in his sermon by the Bishop of Salisbury. It is too soon to pronounce a verdict on what is certainly, in every sense, an accident. We are sure we have learned, if we have, and why the train left the rails. The most searching and thorough investigation must be undertaken. So much is absolutely clear, though the deaths of driver and stoker deprive the inquiry of its most valuable evidence. At the first glance one is inclined to think that disasters begin to fall too heavily on the travelling public, by train and tram. There were four fatal railway accidents in 1905, and we are still staggering under the shock of successive train disasters. If there is a tendency to adopt the methods of America and accept the American valuation of human life, it must be sternly and instantly suppressed. But calm is the first essential. Anything in the nature of a public panic is both unjustifiable and dangerous. We want no panic of alarm and no panic of legislation. But we must have so far as laws and regulations can secure it, a reasonable security in going about our lawful vocations.

The allusion in the foregoing article to a Bishop's comment is explained in the following:—The Bishop of Salisbury preaching on July 1st in the Cathedral on the subject of keeping Sunday as a day of rest, referred to the terrible accident which happened that morning. It made them all feel that in the midst of life they were in death. Whether it was due or not to a particular strain put on the engine at a certain point in the journey, it was certainly closely connected with the general desire of the age to go rapidly over the country—in New York one day, and five days in London. These things were said, added, as a warning. It was said they were all sympathised with the sufferers in their agony and suspense, and in their sudden sharp bereavement.

## CUTICURA

Soap, Ointment, and Pills  
the World's Greatest  
Skin Cures.

## COMPLETE TREATMENT

For Every Humour, from Pimples  
to Scrofula, from Infancy  
to Age.

The agonizing itching and burning of the skin, as in eczema; the frightful scaling, as in psoriasis; the loss of hair and the scaling of the scalp, as in scalded head; the facial disfigurement, as in pimples and ringworm; the awful suffering of infants and the anxiety of worn-out parents, as in milk crust, tetter, and scald rhead; all demand a remedy of almost supernatural virtue to successfully cope with them. That Cuticura Soap, Ointment, and Pills are such stands proven beyond all doubt. No statement is made regarding them that is not justified by the strongest evidence. The purity and sweetness, the power to afford immediate relief, the certainty of speedy and permanent cure, the absolute safety and great economy, have made them the standard skin cures and humour remedies of the civilized world.

## YEARS OF TORTURE

Itching and Painful Sores Covering  
Head and Body Cured  
By Cuticura.

"For fifteen years my scalp and forehead was one mass of scabs, and my body was covered with sores. Words cannot express how I suffered from the itching and pain. I had given up hope when a friend told me to get Cuticura. After bathing with Cuticura Soap and applying Cuticura Ointment for three days, my head was as clear as ever, and to my surprise and joy, the sores of my body and one box of Cuticura made a complete cure in one week. (Signed) H. B. Franklin, 717 Washington St., Allegheny, Pa."

Cuticura Soap, Ointment, and Pills are sold throughout the world. In London, by Messrs. J. & A. S. Taylor, 1, Pall Mall East. In Paris, by Messrs. J. & A. S. Taylor, 1, Rue de la Paix. In New York, by Messrs. J. & A. S. Taylor, 1, Broadway. In San Francisco, by Messrs. J. & A. S. Taylor, 1, Market Street. In Hong Kong, by Messrs. J. & A. S. Taylor, 1, Queen's Road Central.

## BILL TO PROTECT ACROBATS.

Music-hall managers, purveyors of upon-air amusements, and acrobats and gymnasts in general, are up in arms against the Dangerous Performances Bill presented in the House of Commons by Mr. Herbert Samuel.

The object of the Bill is to make it possible to penalise any person who causes a girl, boy or woman to take part in any public exhibition or performance to the danger of life or limb.

"Such person," the Bill states, "shall be liable for each offence to a fine not exceeding ten pounds, and if the offence is committed in relation to a boy or girl, the parent, or guardian, or person having custody of the boy or girl shall also be liable to the like penalty."

The Bill also specifies that, if injuries occur to performers, their employer is liable to be indicted as having committed an assault, and is subject to a fine not exceeding twenty pounds, to be awarded to the victim as compensation.

The Harrold-Love circus, shortly expected at Hongkong, has a thrilling "loping the loop" turn, which may conceivably be one of the last permitted in the Far East.

## HARBOUR DEFENCES.

Some experiments of the first importance to submarine naval warfare have just been carried out at Toulon. The question to be tested was whether it is practically possible for submarines to enter unobserved a fine not exceeding ten pounds, and if the offence is committed in relation to a boy or girl, the parent, or guardian, or person having custody of the boy or girl shall also be liable to the like penalty."

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and should be sent in before 11 a.m. on the day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Cables: A.B.C., 6th Ed. Editor's, 10, Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS TO LET.

**GODOWN, No. 9, Duddell Street.**  
Apply to—  
**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**  
Hongkong, 31st July, 1906. [1493]

## WANTED.

**BY a Mercantile House in Hongkong a FIRST-CLASS BOOK-KEEPER with Good General Knowledge of Office Routine. Must understand Double Entry and be able to take Charge of a Set of Books involving a Good Deal of Business. Also required a Young Man as JUNIOR CLERK.**  
Address, stating full particulars as to Experience and Salary expected, in confidence. Chinese need not apply.

Apply—  
Care of "Daily Press" Office.  
Hongkong, 31st July, 1906. [1491]

**GOVERNMENT OF BRITISH NORTH BORNEO.**  
REVENUE FARMS FOR 1907, 1908 & 1909.

**TENDERS** will be received by the SECRETARY to the Government at Jesselton, on or before 26th October, 1906, for the following REVENUE FARMS for the year 1907, or for the three years 1907, 1908 and 1909.

**OPIMUM FARM.**  
**SPIRIT LICENSE FARM.**  
**PAWNBROKING FARM.**  
**CUSTOMS FARM.**  
**GAMBLING RESTRICTION FARM.**  
For Particulars, apply to—  
**GIBB, LIVINGSTON & CO.,**  
Hongkong, 31st July, 1906. [1496]

**HONGKONG & SHANGHAI BANKING CORPORATION.**

**NOTICE IS HEREBY GIVEN** that the MEETING of the Shareholders in this Corporation will be held at the CITY HALL, HONGKONG, on SATURDAY, the 18th day of August next, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1906.

By Order of the Court of Directors,  
**H. HUNTER,**  
Acting Chief Manager.  
Hongkong, 30th July, 1906. [1496]

**HONGKONG & SHANGHAI BANKING CORPORATION.**

**NOTICE IS HEREBY GIVEN** that the REQUESTERS of SHARES of the Corporation will be CLOSED on SATURDAY, the 18th day of August next (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,  
**H. HUNTER,**  
Acting Chief Manager.  
Hongkong, 31st July, 1906. [1497]

**NOTICE OF THE COURT OF DIRECTORS.**  
**IMPERIAL GERMAN MAIL LINE.**

**FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.**

**THE Steamship**

**"PRINZ FRIEDRICH,"**  
Captain Maderow, will leave for the above places on FRIDAY, the 31st inst., at 8 A.M.

For further Particulars apply to—  
**NORDBREITENBERG LLOYD, MELBOURNE & CO.,**  
Agents.  
Hongkong, 30th July, 1906. [1498]

**NAVIGAZIONE GENERALE ITALIANA**  
(Florida and Rastatt United Companies).

**STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.**

Having connection with Company's Mail Steamers to ADEN, SUVA, PORT SAID, MESSINA, NAPLES, LONDON and GENEVA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, EVFANTINE and SOUTH AMERICAN Ports up to CALAO.

(Taking Cargo at through rates to PERIAN, GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

**THE Steamship**

**"CAPRI,"**  
Captain B. I. will be despatched as above on FRIDAY, the 10th August, at NOON.

At Hongkong the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to—  
**CARLOWITZ & CO.,**  
Agents.  
Hongkong, 31st July, 1906. [1499]

**NOTICE TO CONSIGNEES.**

**FROM CALCUTTA, PENANG AND SINGAPORE.**

**THE Steamship**

**"LIGHTNING,"**  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 1st August, will be landed at Consignees' risk and expense into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

**DAVID SARSOON & CO., LTD.,**  
Agents.  
Hongkong, 30th July, 1906. [1491]

## NEW ADVERTISEMENTS

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENVOLICH,"  
FROM ANTWERP, LONDON AND STRAITS.

**CONSIGNEES** of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 6th August will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by—  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 30th July, 1906. [1495]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**NOTICE TO CONSIGNEES.**

**FROM YOKOHAMA, KOBE AND SHANGHAI.**

**THE Company's Steamship**

**"CHINA,"**  
having arrived, Consignees of Cargo are hereby informed that Cargo will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be presented to the Office of the Undersigned before 5 p.m. on the 6th August, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 6th August will be subject to rent.

Bills of Lading will be countersigned by—  
**SANDER, WHEELER & CO.,**  
Agents.  
Hongkong, 30th July, 1906. [1496]

**SALES OF THE COURT OF DIRECTORS.**

**THE Undersecretary has received instructions from C. H. GRACE, Esq., to sell by Public Auction.**

On FRIDAY, the 3rd August, 1906, at 2 P.M., within his Residence, No. 1, Morrison Hill,

**THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE**

Therein contained, comprising—

**TEAKWOOD HATSTAND WITH GLASS; CHIPPENDALE CHAIRS, CARVED WOOD FIGURES, TEAKWOOD SIDE-BOARDS WITH GLASS, GLASS & CROCKERY WARE, MOROCCO-COVERED DINING ROOM CHAIRS, TEAKWOOD OVERMANTELS WITH GLASS MIRRORS, DOUBLE BRASS AND BRASS-MOUNTED BEDSTEPS WITH WIRE MATTRESSES, TEAKWOOD DRESSING TABLE WITH REVELED GLASS, TEAKWOOD WARDROBES WITH BEVEILED GLASS, SHANGHAI BATHS, MARBLE-TOP WASHSTANDS, &c., &c., &c.**

Catalogues will be issued.

Terms—As usual.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, 28th July, 1906. [1492]

By Order of the Mortgagees.

**PUBLIC AUCTION.**

**MESSRS. HUGHES & HOUGH** have received instructions to sell by Public Auction.

On THURSDAY, the 14th day of August, 1906, at 3 P.M., at their Sales Rooms, No. 8, Lee House Street, Victoria, Hongkong.

The following VALUABLE LEASEHOLD PROPERTY which will be put up for Sale in TWO LOTS:

LOT 1. All that Piece or Parcel of Ground situated at Victoria, in the Colony of Hongkong, and registered in the Land Office as Inland Lot No. 1363, together with the message or tenement thereon known as No. 4, WA HING LANE. The Property is held for the term of the term of 999 years created by the Crown Lease thereof at the yearly rent of \$2.00.

LOT 2. All that Piece or Parcel of Ground situated at Victoria, in the Colony of Hongkong, and registered in the Land Office as Inland Lot No. 1364, together with the message or tenement thereon known as No. 3, WA HING LANE. The Property is held for the term of the term of 999 years created by the Crown Lease thereof at the yearly rent of \$2.00.

Particulars and Conditions of Sale may be obtained of—  
**O. D. THOMSON,**  
Vendor's Solicitor,  
1, Lee House Street,  
and of the Auctioneers.  
Hongkong, 26th July, 1906. [1475]

**INTIMATIONS**

**NOTICE.**

**WE** have this Day Authorized Mr. LORENZO BORELLO to Sign our Firm Per Procuration.

**V. P. MUSSO & CO.,**  
Hongkong, 4th July, 1906. [1360]

**S.S. "LAISANG" GENERAL AVERAGE.**

**ARRIVED HONGKONG FROM CALCUTTA, PENANG AND SINGAPORE, 8th December, 1905. On FRIDAY 29th November, 1905, between Singapore and Hongkong, ALL CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & CO., Hongkong, General Managers, INDO-CHINA S.N. Co., Ltd., before 31st JULY, 1906, otherwise they will not be recognized.**

Hongkong, 16th July, 1906. [1421]

**STORAGE**

**FOR COAL, TIMBER, &c.**

**TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.**

Also **FOR SALE.**

Portions of MARINE LOTS Nos. 31 & 32 on PRAYA EAST. Approximate AREA 43,000 SQUARE FEET. 999 YEARS' LEASE.

For Particulars, apply—  
**GEO. FENWICK & CO., LTD.,**  
Agents.  
Hongkong, 8th June, 1906. [153]

## PUBLIC COMPANIES

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

## NOTICE IS HEREBY GIVEN

that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the registered Office of the Company, ALEXANDRA BUILDINGS, DES VEAUX ROAD, CENTRAL, VICTORIA, HONGKONG, THIS DAY (TUESDAY), 31st July, 1906, at 12 o'clock Noon, when the following Resolutions which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905, will be submitted for Confirmation as Special Resolutions.

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of the Company held on the 3rd and 20th June 1905, respectively together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (JOHN HUMPHREYS & SON) of the one part and the PEAK TRAMWAYS COMPANY, LIMITED, of the other part be and the same are hereby resolved.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "PEAK TRAMWAYS CO., LTD." of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorized pursuant to Sections 21 and 202 of the Companies Ordinance 1863 to enter into an Agreement with the said "PEAK TRAMWAYS CO., LTD." in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think expedient.

Dated 31st July, 1906.

**JOHN D. HUMPHREYS & SON,**  
General Managers.  
1422

**HONGKONG ICE COMPANY, LTD.**

**NOTICE.**

**IN** Accordance with the Provisions of No. 104 of the Articles of Association the GENERAL MANAGERS have this Day declared an INTERIM DIVIDEND for the Half-Year ended 30th June, 1906, of FOUR DOLLARS per Share.

Dividend Warrants may be obtained on application at the Office of the Company on and after THURSDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 31st inst., both days inclusive.

**JARDINE, MATHESON & CO.,**  
General Managers.  
Hongkong, 29th July, 1906. [1444]

**THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE EIGHTIETH ORDINARY HALF-YEARLY MEETING** of Shareholders in the Company will be held at the Office of the Company, HOTEL MANSIONS, on TUESDAY, the 14th August, at Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Directors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th August, 1906, both days inclusive.

By Order of the Board of Directors,  
**W. E. CLARKE,**  
Acting Secretary.  
Hongkong, 19th July, 1906. [1445]

**HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE ORDINARY HALF-YEARLY MEETING** of Shareholders will be held in the Office of the Company, QUEEN'S BUILDINGS, CONNAUGHT ROAD, on MONDAY, 30th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 29th August, both days inclusive.

By Order of the Board of Directors,  
**THOS. I. ROSE,**  
Secretary.  
Hongkong, 27th July, 1906. [1478]

**THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.**

**TAKE NOTICE** that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.:

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Building Ordinance, 1903, as now carried out is satisfactory, and if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who is of the opinion of the Commissioners makes a false and untrue disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,  
**W. BOWEN-BROWLANDS,**  
Secretary.  
Hongkong, 7th July, 1906. [1381]

**AUTOMATIC MAUSER PISTOLS.**

**CALIBRE 7.63 m.m.**

**WHI CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.**

**SIEMSEN & CO.**  
Hongkong, 3rd October, 1905. 45

## TO LET

## TO LET.

**"NEW KINGSDALE,"** with Stables, Entrances in both Kennedy and Macdonnell Roads.

Owners will, if required, convert the Main Building into a Boarding House, with large Drawing and Dining Room Accommodation and 37 Bedrooms. CHEAP RENTAL.

For full particulars, apply to—  
**LINSTEAD & DAVIS,**  
Hongkong, 23rd June, 1906. [1324]

**TO LET.**

**OFFICES in KING'S BUILDING and YORK BUILDING.**

**GODOWNS in PRAYA EAST.**  
**A HOUSE in CLIFTON GARDENS, Conduit Road.**

**A HOUSE in RIFON TERRACE.**  
**FLATS in MORETON TERRACE.**  
**"HAYTOR" — The PEAK. Immediate possession.**

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 1st March, 1906. [1524]

**TO BE LET.**

**A LARGE FURNISHED BEDROOM** in a Cool and Airy Detached House, with Board in English Family; suitable for Married Couple or Gentleman. Spacious Verandah. Good View of Harbour.

Apply by letter to—  
**"H. H. H.,"**  
Care of "Daily Press" Office.  
Hongkong, 17th July, 1906. [1388]

**TO LET.**

**NO. 16, HOLLYWOOD ROAD, and NO. 2, OLD BAILEY.**

Apply to—  
**ARRATTON V. APCAR & CO.,**  
45, Wyndham Street.  
Hongkong, 27th April, 1906. [971]

**TO LET.**

**FURNISHED or UNFURNISHED ROOM, with Bathroom and Verandah attached. For further Particulars, apply to—**

**"M. X. Y.,"**  
Care of "Daily Press" Office.  
Hongkong, 17th July, 1906. [1397]

**TO LET.**

**TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo.**

Floor Area, 6,100 square feet each.

Apply to—  
**JARDINE, MATHESON & CO.,**  
Hongkong, 29th January, 1906. [256]

**OFFICE TO LET.**

**IN ALEXANDRA BUILDINGS.**

Apply to—  
**A. S. WATSON & CO., LTD.,**  
Alexandra Buildings.  
Hongkong, 23rd April, 1906. [946]

**TO LET.**

**NO. 2, MACDONNELL ROAD.**

Apply to—  
**COMPRADORE'S DEPARTMENT,**  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1906. [680]

**TO LET.**

**SEYMOUR ROAD LOWER, No. 31.**

**PRAYA EAST, No. 91, Top Floor (Godown).**

Apply to—  
**SAM WANG CO., LTD.,**  
81, Queen's Road Central.  
Hongkong, 6th February, 1906. [366]

**TO LET.**

**NO. 3, "FAIRVIEW," ROBINSON ROAD.**

**"WOODBURY" GARDEN ROAD, Kowloon.**

Apply to—  
**LEIGH & ORANGE,**  
1, Des Vaux Road.  
Hongkong, 1st June, 1906. [501]

**SHAMKIN-CANTON.**

**TO LET.**

**NO. 2, WEST END TERRACE.**

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 4th July, 1906. [1377]

**TO LET.**

**IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Vaux Road, cool quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply—**

**REUTER, BROCKELMANN & CO.,**  
Princes' Buildings.  
Hongkong, 20th March, 1906. [678]

**TO LET.**

**"TANEE HUNGALOW,"** Kimberley Road, Kowloon. Tennis Court attached.

Apply to—  
**ARRATTON V. APCAR & CO.,**  
45, Wyndham Street.  
Hongkong, 14th July, 1906. [1414]

**TO LET.**

**THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the Mitsui Bussan Kaisha.**

Apply to—  
**H. N. MODY,**  
Victoria Buildings.  
Hongkong, 10th May, 1906. [1051]

**TO LET.**

**NO. 15, KNUTSFORD TERRACE KOWLOON.**

Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 2nd December, 1905. [77]

**TO LET.**

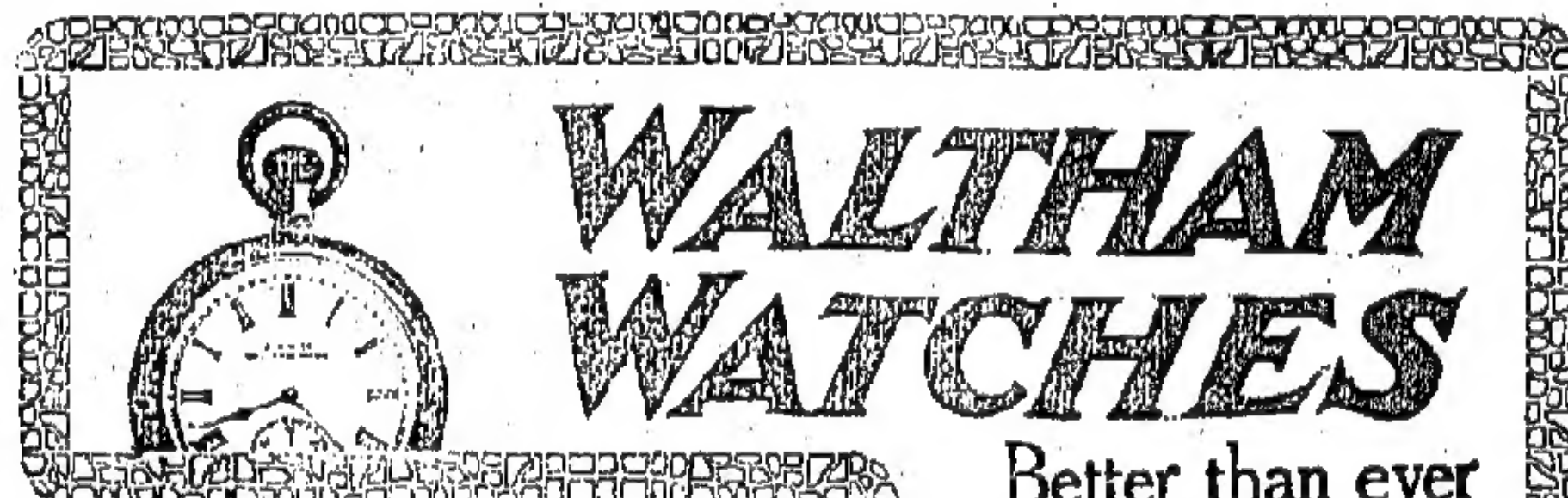
**A COMMODIOUS SIX-ROOMED HOUSE with Garden at No. 35, Conduit Road. Immediate possession.**

Apply to—  
**"C.,"**  
No. 9, Bellfield Terrace.  
Hongkong, 17th May, 1906. [1051]





85.00 PER CASE.  
A. S. WATSON & CO., LD.,  
WINE & SPIRIT MERCHANTS,  
ALEXANDRA BUILDINGS,  
ESTABLISHED A.D. 1841.



Better than ever  
—the best watches  
in the world. Be-  
hind them are half  
a century of high  
reputation and a  
strong guarantee,  
good for all time.

#### "HONGKONG DAILY PRESS" PUBLICATIONS.

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| DIRECTORY AND CHRONICLE OF THE FAR EAST  | \$10.00     |
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#### SCIENTIFIC MISCELLANY.

THE NEW VOLCANOLOGY—A GAME CLOCK—ART AGRICULTURE—WHAT IS A COLD?—RUBBER FRUIT—DECORATIVE METAL—SINGULAR TRANSFERENCE OF ENERGY—THE TWENTIETH CENTURY ENGINE—A BIVALVE POMP.

The mystery of volcanoes is being gradually cleared up by the investigations of radio-activity. If the conclusions of Major C. E. Dutton, U. S. A., are correct, it can no longer be supposed that an eruption is an overflow from the earth's molten interior, thirty or forty miles or more below the surface, but the evidence is strong that the source of the material is never more than two or three miles deep and the quantity is small compared with the mass of the earth—perhaps not more than three cubic miles of lava having been discharged in the greatest recorded outpour. The eruptions, moreover, tend to recur in the same spot perhaps thousands of times before the activity wanes. This could be explained by assuming that radium is being generated at a depth of two or three miles in each active crater, as the heat from the breaking up of the emanation would accumulate until sufficient to melt a portion of the rocks, and on the discharge of the radium mass through the action of steam or otherwise, the process would be repeated until the exhaustion of the radium.

A chess-players' time-keeper is the novelty of Herr Veenhoff of Groningen. It consists of two similar small clocks, behind which is a double lever so arranged that B can touch a button to start the clock of A, as the latter begins to move, and A can touch another button to stop his own clock and start the other as B's play commences. At the end of the game the clocks show the total time taken for the moves of each player.

The much-maligned white ant of South Africa is credited by a resident of Swaziland with doing more good than harm if care is taken of buildings. It has a wonderful tilting effect on the soil, and maize and other crops grow twice as large near anthills as elsewhere.

The common cold is now classed by some authorities among the diseases due to bacteria. It has not been settled that any particular organism is the cause, but it seems that more than one species may play an active part, and a recent British investigator reports that in one severe local epidemic he found micrococci catarrhalis present in all cases, while in two other epidemics, both of a severely infectious character, the bacillus of Friedlander was recognized in every case examined at its onset. The organism, however, often disappears within 24 or 48 hours. In the second and third epidemics re-infection sometimes occurred, producing either a second acute cold or else a chronic cold lasting for months, and the bacillus was so virulent that it killed inoculated mice, guinea pigs and even rabbits.

A problem for the horticulturist is the production of a profitable rubber-bearing fruit, which would make possible an unlimited supply of valuable material without injury to the plants. The fruits of the ordinary plants contain little rubber, but Prof. Warburg, a German, points out that certain parasitic plants—the cactaceae mistletoes discovered three years ago in Venezuela—hold out the hope that the ideal fruit may be realized. The cactaceae in some of these species amounts to one-fifth of the weight of the dried fruit. The fruit is not large, but varies in size in the three groups of species of these mistletoes. The cactaceae, instead of being a milky juice, is in the form of a solid envelope surrounding the seeds.

A novel alloy shown by J. E. Stodd at a recent session of the London Royal Society offers striking possibilities for ornamental effects. It contains 75 per cent of tin, 20 of antimony and 5 of arsenic, and on slow cooling from fusion it forms semi-spherical, shell-like crystals in the metal matrix. Dilute acids dissolve away part of the matrix, leaving in relief the crystals, which resist on account of richness in antimony and arsenic. The spherical patterns take a high polish, and may be given greater prominence by running wax into the cavities.

The paradoxical scientific plaything of Prof. L. R. Williforce has been entertaining British physicists. A helical spring is fixed to an unyielding support and at its lower end it carries a weight, with four screws whose nuts can be so adjusted that the spring vibrates up and down and twists on its vertical axis in approximately the same period. When the adjustment is made the energy of one motion is transferred to the other in a very singular manner. If the spring is pulled down and released, it rapidly ascends and descends, at the same time beginning to oscillate like a balance wheel, the side turning increases as the up-and-down motion lessens, and then the latter ceases altogether. This is but momentary, when a reverse action takes place. That is, the rotation gradually slows down and the vertical motion increases, the two motions alternating in this curious way for half an hour, and for more than two hours in one apparatus that has been tried.

The development of the steam turbine is one of the notable beginnings of twentieth century science. The Hon. C. A. Parsons estimates that six years ago the total horse-power of such turbines was 60,000 on land and 25,000 on the sea, and that it is now more than 2,000,000 on land and 800,000 on the sea. The chief land use is for large electrical generating stations. The principal savings, as compared with reciprocating engines, is a reduction of 25 to 40 per cent in the total capital cost of steam, and from 10 to

30 per cent, in the cost of fuel, with a further economy of 25 to 30 per cent, in the engine-room staff. A late type of 2,000 horse-power turbine has 20,000 to 30,000 blades, the surface speed of the several barrels being from 150 to 300 feet per second.

The oyster beds of the Bay of Naples are expected to require two years for recovering their normal condition. The cinders from the eruption of Vesuvius have smothered the bivalves, forming a complete covering over them.

#### THE COLONIAL SECRETARY'S BROTHER.

KYNOCHE'S SLANDER SUIT.

Mr. Arthur Chamberlain, as chairman of Kynochs, Limited, spent an interesting day in the Law Courts on June 28th, giving evidence in an action brought by the company against Mr. George Henry Faber, M.P. for Boston, for damages for slander.

Kynochs, Limited, is the well-known firm of explosive manufacturers. The alleged slander complained of was in the following words used by Mr. Faber in a speech to the Boston Women's Liberal Federation on July 13, 1905:— "We had again the secretary of a great company sending round cards begging for orders on the ground that 'our chairman is the brother of the Colonial Secretary.' The Colonial Secretary—let us be just—was quite unaware of any such cards going round, but the result was that we were buying explosives made by his own family, inferior explosives at a higher price than we paid for others, and so the disregard of fair dealing, the reckless waste of public money, has continued until you have a crying scandal, a discreditable waste of £5,000,000 of money in South Africa. That you know of. How many other scandals are there that are yet buried? These may, I hope, yet come to light."

For the defence it was pleaded that the words were a fair and bona-fide comment on a matter of public interest. A great array of counsel was engaged in the case. Sir Edward Carson, K.C., M.P., leading for Kynochs, and Mr. R. C. M.P. (who defended Mr. Faber), Sir Edward Carson, in his opening speech, declared that the imputations in the speech were untrue, and that it was "an unfair attack for the purpose of making political capital out of the late Government and Mr. Joseph Chamberlain, the brother of the chairman of the plaintiff company."

Mr. Arthur Chamberlain said a marked newspaper had been sent to him during his absence from the speech. "There is no truth in the statement that cards mentioning that I was brother of the late Colonial Secretary were sent round to beg for orders," he said, adding, with a smile, "Of course, it is true that I am his brother."

"Were your explosives inferior?" asked Sir Edward Carson. "We consider them superior," was the reply.

"Do you mean they kill more people?" asked Mr. Justice Darling bluntly.

"It is impossible to reduce it to those terms," replied Mr. Chamberlain.

In only one letter sent to a British Consul, added Mr. Chamberlain, it was stated that he was the brother of the Colonial Secretary.

"Who are your firm's principal customers?" asked Mr. Justice.

"The world," replied Mr. Chamberlain promptly.

"Your last year's report says that you have done better than ever before?" "We have said that in all our reports, and hope to do the same next year."

He would not consider it "good form" to use his brother's name for business purposes, he continued in answer to further questions, but he saw no harm in the letter to the Consul, to which he had already referred.

"Do you say such letters are proper?" asked Mr. Justice.

"I say they are perfectly legitimate," replied Mr. Chamberlain.

"Do you say your object was not to get business?" "I say it was not to get orders."

It was to expand our reputation.

"You draw a distinction between getting orders and endeavouring to expand your reputation?" "I draw a distinction between that and the statement that we were sending round cards begging for orders and supplying inferior explosives."

Turning to contracts, Mr. Justice asked whether Kynochs had not once been given an opportunity of re-tendering at a lower price.

"Our price was forced down," replied Mr. Chamberlain. "The Admiralty are rather good bargainers and seeing an opportunity of forcing us down, they availed themselves of it."

In the course of re-examination Mr. Chamberlain said he could not say what damage Kynochs had suffered. "The statement might have been sent to a foreign Government," he added. "It is very easy to start a lie, but very difficult to catch it."

His final words, before the adjournment, were:— "No allegations are ever made against the firm unless an election is pending."

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crime Churn, Lait Charnat and Special Skin Tonic and Rouge. The Admiralty are rather good bargainers and seeing an opportunity of forcing us down, they availed themselves of it.

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#### BANKS

##### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.  
H. E. R. HUNTER,  
Acting Chief Manager.

Hongkong, 30th May, 1906.

##### THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED ..... Yen 5,000,000  
CAPITAL PAID-UP ..... 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:  
Amoy Kobe Nagasaki  
Anping Osaka Tamsui  
Fuzhou Shanghai Yokohama  
Keelung

HONGKONG OFFICE:  
3, DES VŒUX ROAD.

Interest allowed on Current Accounts  
Deposits received on terms which may be learned on application.

D. TOHDOW, Manager.  
Hongkong, 1st July, 1906.

##### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 18th May 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £2,000,000  
RESERVE FUND ..... £800,000

INTEREST allowed on Current Accounts at the rate of 2½ per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months 4 per cent.

T. P. COCHRANE, Manager.  
Hongkong, 10th May, 1906.

##### THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ..... £1,500,000  
SUBSCRIBED ..... 1,250,000

PAID-UP ..... 1,250,000  
RESERVE FUND ..... 1,250,000

INTEREST allowed on Current Accounts at the rate of 2½ per cent. per annum on the Daily Balance.

On Fixed Deposits ..... 4 per cent.

For 12 months ..... 3½ per cent.

For 6 months ..... 3 per cent.

For 3 months ..... 2½ per cent.

For 1 month ..... 2 per cent.

For 15 days ..... 1½ per cent.

For 10 days ..... 1 per cent.

For 5 days ..... ½ per cent.

For 1 day ..... 0 per cent.

For 1 hour ..... 0 per cent.

For 1 minute ..... 0 per cent.

For 1 second ..... 0 per cent.

For 1 millisecond ..... 0 per cent.

For 1 microsecond ..... 0 per cent.

For 1 nanosecond ..... 0 per cent.

For 1 picosecond ..... 0 per cent.

For 1 femtosecond ..... 0 per cent.

For 1 attosecond ..... 0 per cent.

For 1 zeptosecond ..... 0 per cent.

For 1 yoctosecond ..... 0 per cent.

For 1 rontosecond ..... 0 per cent.

For 1 quectosecond ..... 0 per cent.

For 1 rontosecond ..... 0 per cent.

For 1 quectosecond ..... 0 per cent.

For 1 rontosecond ..... 0 per cent.

For 1 quectosecond ..... 0 per cent.

For 1 rontosecond ..... 0 per cent.

For 1 quectosecond ..... 0 per cent.

For 1 rontosecond ..... 0 per cent.

For 1 quectosecond ..... 0 per cent.

For 1 rontosecond ..... 0 per cent.

For 1 quectosecond ..... 0 per cent.

For 1 rontosecond ..... 0 per cent.

For 1 quectosecond ..... 0 per cent.

For 1 rontosecond ..... 0 per cent.

For 1 quectosecond ..... 0 per cent.

For 1 rontosecond ..... 0 per cent.

#### BANKS

##### NEDERLANDSCHE HANDELS-MAATSCHAPPIJ (NETHERLANDS TRADING SOCIETY). ESTABLISHED 1821.

PAID UP CAPITAL FL. 45,000,000 (€175,000,000)  
RESERVE FUND ..... FL. 5,000,000 (€17,500,000)

HEAD OFFICE IN AMSTERDAM.

Branches—Singapore, Penang, Shanghai, Rangoon, Samang, Surabaya, Cebu, Tegal, Perak, Malacca, Penang, Tientsin, Padang, Medan (Deli), Palembang, Kotabaru, (Acheen) Telok-Semena, (Acheen) Bandjarmasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, A. S. R.

LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.

On Current Accounts 2½ per cent. on daily balances.

Fixed Deposits 12 months 4½ per cent.

Do. 6 months 4 per cent.

Do. 3 months 3½ per cent.

Do. 1 month 3 per cent.

Do. 15 days 2½ per cent.

Do. 10 days 2 per cent.

Do. 5 days 1½ per cent.

Do. 1 day 1 per cent.

Do. 1 hour ½ per cent.

Do. 1 minute 0 per cent.

Do. 1 second 0 per cent.

Do. 1 millisecond 0 per cent.

Do. 1 microsecond 0 per cent.

Do. 1 nanosecond 0 per cent.

Do. 1 picosecond 0 per cent.

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## SHIPPING.

## ARRIVALS.

BERYONICH, British str., 2,162, MacIntosh, 30th July—London and Singapore 24th July General.—Gibb, Livingston & Co.  
CHINA, Austrian str., 3,855, G. Danilovich, 30th July—Japan and Shanghai 24th July General.—Gibb, Livingston & Co.  
FREDERICK, Chinese str., 980, T. John, 30th July—Shanghai 25th July General.—Gibb, Livingston & Co.  
GERMANIA, German str., 1,714, H. Lorenzen, 29th July—Bangkok 23rd July, Risco—Jensen & Co.  
HAINAN, British str., 695, A. J. Robson, 30th July—Fuzhou 27th July and Amoy 28th July General.—Douglas, Lapraik & Co.  
HONG KONG, French str., 705, Godman, 30th July—Hainan, Hainan and Kwangchow 24th July General.—A. R. Marty.  
KANGAROO, Chinese str., 1,222, J. Borneo, 28th July—Chinkiang 24th July General.—Gibb, Livingston & Co.  
KENTON, German steamer, 30th July, from Canton.  
LIVERPOOL, British str., 2,122, J. G. Spence, 30th July—Calcutta via Straits 13th July General.—David, Basson & Co.  
PRINCE, British str., 8,805, E. Marton, 30th July—Hainan 21st and Singapore 24th July, Mail & General.—Melchers & Co.  
RONG, British str., 1,611, R. W. Almond, 30th July—Manila 27th July, Hong and Sugar—Shewan, Tomes & Co.  
TOMMY, British str., 2,164, A. Knib, 30th July—Shanghai 25th July General.—Nippon Yusen Kaisha.  
TOSHI, British str., 2,267, C. Lindbergh, 30th July—Sydney 24th July General.—Butterfield & Swire.  
WILHELM, German str., 3,012, Ph. Obermayer, 30th July—Sydney 24th July and Manila 27th General.—Melchers & Co.  
WINDSOR, British str., 1,217, G. H. M. Walker, 30th July—Nagasaki 24th July General.—Jardine, Matheson & Co.  
YONG HAN, British str., 3,390, Frazier, 30th July—Shanghai 25th July General.—Butterfield & Swire.  
YUKON, British str., 1,228, F. Moore, 30th July—Manila 27th July General.—Jardine, Matheson & Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
July 30th.  
Fuzhou, Chinese str., for Canton.  
Hainan, British str., for Swatow.  
Kangaroo, Chinese str., for Hongkong.  
P. R. Frederick, German str., for Shanghai.  
Shewan, German str., for Shanghai.  
Yong Han, British str., for Canton.

## DEPARTURES.

ARRIVALS AND DEPARTURES.  
July 30th.  
ARRIVALS: British str., for Canton.  
CHONGKING, British str., for Canton.  
HAINAN, British str., for Canton.  
HONG KONG, British str., for Canton.  
JARDINE, British str., for New York.  
KANGAROO, Chinese str., for Canton.  
KENTON, German str., for Kwangchow.  
PRINCE, British str., for Canton.

## SHIPPING REPORTS.

The British str. *Yong Han* reports: Moderate breeze and fine weather throughout.  
The British str. *Hainan* reports: Fresh S.W. winds, S.W. swell, cloudy and showery.  
The British str. *Tosha* reports: Fine weather and light breeze prevailed throughout.  
The Austrian str. *China* reports: During the passage strong S.W. monsoon, rainy weather.  
The British str. *Wingang* reports: Light winds leaving Newchwang, thick fog rounding Promontory, thence strong gale from S.W. accompanied by high corresponding sea and thick weather to Hainan and light variable winds and calms with smooth sea to destination.

## VESSELS PASSED ANKER.

July 11, British mail-of-war, for Singapore.  
July 11, Dutch str. *Jansz*, Van Leeuwen.  
July 11, from Batavia for Hongkong.  
July 12, British str. *Belmont*, Morrison.  
March 24, from Philadelphia for Hongkong.  
July 12, Am. ship *P. T. Chapman*, Bonfield.  
July 14, from Philadelphia for Cavite.  
July 14, from Batavia for Cavite.  
July 12, French ship *Sully*, Rio, April 5, from New York for Yokohama.  
July 12, Swedish ship *Gamen*, Lindstrom.  
May 28, from Alton Bay for Amoy.  
July 12, British str. *Norby Hall*, Burk, July 12, from Batavia for Colombo.  
July 12, British str. *Sarada*, Archdeacon.  
July 12, from Singapore for Calcutta.  
July 16, British str. *Ulysses*, Boyce, June 10, from Liverpool for Batavia.  
July 16, Norwegian ship *Norden*, Wichert, from Samarang for East London.  
July 12, Dutch str. *Goed*, Knist, June 10, from Rotterdam for Batavia.

## VESSELS IN DOCK.

July 30th.  
ABANDONED DOCKS.—  
Kowloon Dock.—*Alta*, H.M.S. *Albatross*.  
COSMOPOLITAN DOCK.—*Anglo-Gladstone*.

## VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship  
"HAINAN."  
Captain A. J. Robson, will be despatched for the above Ports TO-DAY, 31st inst., at NOON.  
For Freight or Passage, apply to  
DOUGLAS LAPRAIK & Co.,  
General Managers.  
Hongkong, 28th July, 1906. [1485]

## VESSELS ON THE BERTH.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM FOR  
FIUME AND TRIESTE (DIRECT),  
Calling at SINGAPORE, PENANG,  
COLOMBO, BOMBAY, ADEN, SUZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)  
THE Company's Steamship  
"CHINA."  
Captain Danilovich, will be despatched as above TO-MORROW, 31st inst., at NOON.  
This Steamer has capital accommodation for passengers, electric light and carries a doctor.  
For information as to Passage and Freight, apply to  
SANDER, WIELER & Co.,  
Agents,  
Princes' Buildings,  
Hongkong, 5th July, 1906. [13]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." and those denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION                             | VESSEL'S NAME    | FLAG & REG. | HERTH | CAPTAIN              | FOR FREIGHT APPLY TO        | TO BE DESPATCHED        |
|---|------------------|-------------|-------|----------------------|-----------------------------|-------------------------|
| LONDON & ANTWERP VIA SINGAPORE, &c.     | SARDINIA         | Brit. str.  | —     | C. C. Talbot, R.N.N. | P. & O. S. N. Co.           | About 1st Aug.          |
| LONDON, &c., VIA USUAL PORTS OF CALL.   | MOLDAVIA         | Brit. str.  | —     | E. H. Gordon         | P. & O. S. N. Co.           | On 11th Aug., at Noon.  |
| LONDON, AMSTERDAM & ANTWERP             | PIROBRY          | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | To-day.                 |
| LONDON, AMSTERDAM & ANTWERP             | PATROCLUS        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 7th Aug.             |
| LONDON, AMSTERDAM & ANTWERP             | ORIENT           | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 14th Aug.            |
| LONDON, AMSTERDAM & ANTWERP             | ACHILLES         | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 7th Aug.             |
| MARSEILLES, &c., VIA PORTS OF CALL.     | ARMAND BEHIC     | Frans. str. | —     | Barillon             | MESSAGERIES MARITIMES       | On 7th Aug., at 1 P.M.  |
| BREMEN, VIA PORTS OF CALL.              | BAZEN            | Ger. str.   | —     | H. Fornes            | MELCHERS & CO.              | To-morrow, at Noon.     |
| HAVRE & HAMBURG VIA STRAITS, &c.        | ALMA             | Ger. str.   | k.w.  | Luning               | HAMBURG-AMERIKA LINIE       | On 21st Aug.            |
| HAVRE & HAMBURG VIA STRAITS, &c.        | SPEZIA           | Ger. str.   | k.w.  | Muller               | HAMBURG-AMERIKA LINIE       | On 28th Sept.           |
| HAVRE & HAMBURG VIA STRAITS, &c.        | SENEGAMBIA       | Ger. str.   | k.w.  | Peter                | HAMBURG-AMERIKA LINIE       | On 30th Aug.            |
| HAVRE, ROTTERDAM & LIVERPOOL            | ALCONA           | Dan. str.   | —     | —                    | BUTTERFIELD & SWIRE         | About 15th Aug.         |
| COPENHAGEN & BALTIC PORTS               | CHINA            | Aus. str.   | —     | Danilovich           | SANDER, WIELER & Co.        | On 4th Sept.            |
| NAPLES, HAVRE & HAMBURG                 | SUEBIA           | Ger. str.   | k.w.  | Bahle                | HAMBURG-AMERIKA LINIE       | On 13th Sept.           |
| NAPLES, HAVRE & HAMBURG                 | SCANDIA          | Ger. str.   | k.w.  | r. Dohren            | HAMBURG-AMERIKA LINIE       | On 20th Aug.            |
| LIVERPOOL DIRECT                        | TYDEUS           | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | About 12th Aug.         |
| NEW YORK VIA PORTS & SUEZ CANAL         | HUDSON           | Brit. str.  | —     | Fenton               | STANDARD OIL CO.            | About 20th Aug.         |
| NEW YORK VIA PORTS & SUEZ CANAL         | JOHN HARDIE      | Am. str.    | —     | —                    | SHEWAN, TOMES & Co.         | About 25th Aug.         |
| NEW YORK VIA PORTS & SUEZ CANAL         | ALBENGA          | Ger. str.   | —     | Peterson             | CARLOWITZ & Co.             | About 3rd Sept.         |
| VANCOUVER VIA SHANGHAI JAPAN, &c.       | ATHOLL           | Brit. str.  | 2 m.  | —                    | DODWELL & Co., Ltd.         | To-morrow.              |
| VANCOUVER VIA SHANGHAI JAPAN, &c.       | EMPEROR OF CHINA | Brit. str.  | 1 m.  | —                    | CANADIAN PACIFIC R. Co.     | On 4th Aug.             |
| VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN | TARTAR           | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 22nd Aug.            |
| VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN | TELEMACHUS       | Brit. str.  | 1 m.  | —                    | DODWELL & Co., Ltd.         | On 14th Aug.            |
| PORTLAND, OREGON VIA SHANGHAI, &c.      | TREMONT          | Am. str.    | —     | T. W. Garlick        | PORTLAND & ASIATIC S.S. Co. | About 7th Aug., Noon.   |
| CALLAO, IQUIQUE, VIA JAPAN PORTS        | KASALO MARU      | Jap. str.   | —     | Motzenthin           | BUTTERFIELD & SWIRE         | On 11th Aug.            |
| AUSTRALIAN PORTS VIA MANILA             | TAIYUAN          | Brit. str.  | 1 m.  | Obermayer            | MELCHERS & CO.              | On 21st Aug., at Noon.  |
| AUSTRALIAN PORTS VIA MANILA             | WILHELM          | Ger. str.   | k.w.  | —                    | HAMBURG-AMERIKA LINIE       | Beginning of Sept.      |
| NAGASAKI & VLADIVOSTOK                  | DAPHNE           | Ger. str.   | —     | Obermayer            | MELCHERS & CO.              | To-morrow, at 10 A.M.   |
| YOKOHAMA & KOBÉ                         | WILHELM          | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 4th Aug.             |
| YOKOHAMA & KOBÉ                         | TAIYUAN          | Brit. str.  | 1 m.  | S. Barcham           | P. & O. S. N. Co.           | On 8th Aug.             |
| YOKOHAMA & KOBÉ                         | DAKOTA           | Brit. str.  | —     | —                    | SHEWAN, TOMES & Co.         | Quick despatch.         |
| JAPAN VIA SHANGHAI                      | TAIYUAN          | Brit. str.  | 1 m.  | —                    | JARDINE, MATHESON & Co.     | On 3rd Aug., at 4 P.M.  |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 7th Aug.             |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | To-day, at 5 A.M.       |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | To-morrow, at Noon.     |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 2nd Aug., at 4 P.M.  |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | About 2nd Aug.          |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 3rd Aug., at 4 P.M.  |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 4th Aug.             |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 9th Aug.             |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | About 9th Aug.          |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 14th Aug.            |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 14th Aug.            |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 2nd Aug., at 10 A.M. |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 8th Aug., at 10 A.M. |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 5th Aug., at 10 A.M. |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | To-day, at Noon.        |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 3rd Aug., at Noon.   |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | To-day.                 |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 3rd Aug., at 4 P.M.  |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 4th Aug., at Noon.   |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 7th Aug.             |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 11th Aug., at Noon.  |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | To-morrow.              |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 5th Aug., Daylight.  |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 2nd Aug., at 3 P.M.  |
| CHONGKING VIA SWATOW & CHEFOO           | CHONGKING        | Brit. str.  | 1 m.  | —                    | BUTTERFIELD & SWIRE         | On 10th Aug., at Noon.  |

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR  | STAMERS              | TO SAIL        | REMARKS.             |
|--|----------------------|----------------|----------------------|
| LONDON and ANTWERP                                       | SARDINIA             | About 1st Aug. | Freight and Passage. |
| VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES | C. C. Talbot, R.N.N. | August         |                      |
| YOKOHAMA VIA SHANGHAI, HONG KONG and KOBÉ                | JAVA                 | About 5th Aug. | Freight and Passage. |
| SHANGHAI   | MAITA                | About 9th Aug. | Freight and Passage. |
| LONDON &c., VIA USUAL PORTS                              | MOLDAVIA             | Neon, 11th     | See Special of Call  |
|  | E. H. Gordon         | August         | Advertisement.       |

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 30th July, 1906. [1]

## HONGKONG-MANILA. Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN.  | FOR     | SAILING DATE.       |
|-----------|-------|-----------|---------|---------------------|
| RUBI      | 2540  | R. Almond | Manila. | On 4th Aug., Noon.  |
| ZAFIRO    | 2540  | R. Rodger | Manila. | On 11th Aug., Noon. |

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 29th July, 1906. [15]

## HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
(WITH LIBERTY TO CALL AT THE MALABAR COAST.)  
S.S. "JOHN HARDIE" ... About 20th August.  
For freight and further information apply to  
SHEWAN TOMES & CO.,  
GENERAL AGENTS.  
Hongkong, 20th June, 1906. [119]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI AND INLAND SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA FOR  
OPERATING IN CONNECTION WITH THE  
OREGON RAILROAD & NAVIGATION CO.  
STEAMSHIP  
"ARABIA" ... 4,833 Tons. Motzenthin ... August 14th, 1906.  
"ARAGONIA" ... 5,188 Tons. Ernst ... September 5th, 1906.  
"NICOMEDIA" ... 4,370 Tons. G. Meiner ... September 18th, 1906.  
"NUMANTIA" ... 4,370 Tons. G. Meiner ... October 9th, 1906.  
Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
S. SILVERSTONE, Acting General Agent.  
Hongkong, 13th July, 1906. [118]

## HAMBURG-AMERIKA LINIE.

## HOME LINE—OUTWARD.

| STEAMERS     | DESTINATION               | TO SAIL.   |
|--------------|---------------------------|------------|
| * SCANDIA    | SHANGHAI, YOKOHAMA & KOBÉ | 30th Aug.  |
| * SLAVONIA   | SHANGHAI, YOKOHAMA & KOBÉ | 14th Aug.  |
| * SENEGAMBIA | SHANGHAI, YOKOHAMA & KOBÉ | 28th Aug.  |
| * SUEVIA     | SHANGHAI, YOKOHAMA & KOBÉ | 5th Sept.  |
| * SEGOVIA    | SHANGHAI, YOKOHAMA & KOBÉ | 13th Sept. |

## HOME LINE—HOMEBWARD.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

| STEAMERS         | DESTINATION                       | TO SAIL.      |
|------------------|-----------------------------------|---------------|
| ALESIA           | HAVRE and LAMBURG                 | On 7th Aug.   |
| Capit. Luning    | via Singapore, Penang and Colombo |               |
| SPEZIA           | HAVRE and HAMBURG                 | On 21st Aug.  |
| Capit. Muller    | via Singapore, Penang and Colombo |               |
| * SILEBIA        | NAPLES, HAVRE and HAMBURG         | On 4th Sept.  |
| Capit. Bahle     | via Singapore, Penang and Colombo |               |
| * SCANDIA        | NAPLES, HAVRE and HAMBURG         | On 18th Sept. |
| Capit. r. Dohren | via Singapore, Penang and Colombo |               |
| SENEGAMBIA       | HAVRE and HAMBURG                 | On 28th Sept. |
| Capit. Peter     | via Singapore, Penang and Colombo |               |

\* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amidships. Lighted throughout by electricity. Duly qualified factor and stewards on board.

## COAST SERVICE.

| STEAMERS | DESTINATION            | TO SAIL.              |
|----------|------------------------|-----------------------|
| DAPHNE   | NAGASAKI & VLADIVOSTOK | Beginning of Sept.    |
| LYTHAKA  | SHANGHAI & CHINKIANG   | 10th Aug.             |
| LYDIA    | SHANGHAI & CHINKIANG   | Freight & Passengers. |
| KOWLOON  | SHANGHAI & CHINKIANG   | Freight & Passengers. |

Taking Cargo at Through Rates to SHANGHAI and CHEKULO.  
For Freight and Passage, apply to  
For Steamers of the Coast Service Marked \* to  
HAMBURG-AMERIKA LINIE,  
SIEMSEN & CO. HONGKONG OFFICE. [115]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA  
VIA  
MOJI, KOBÉ AND YOKOHAMA.

| Steamer. | Tons. | Captain.       | Sailing Date.      |
|----------|-------|----------------|--------------------|
| TREMONT  | 9,606 | T. W. Garlick  | On 22nd August.    |
| LYRA     | 4,417 | G. V. Williams | On 29th September. |

† Cargo only.  
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS,  
Hongkong, 29th July, 1906. [17]

## VESSELS ON THE BERTH.

## NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-HANGKOK LINE.  
FOR SWATOW & BANGKOK.

THE Charter Steamship  
"CHILDAR."  
Captain H. Nielsson, will be despatched as above on FRIDAY, 3rd August, at Noon.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Princes' Buildings,  
Hongkong, 30th July, 1906. [1489]

## ORIENTAL PACIFIC LINE.

FOR KOBÉ, YOKOHAMA AND SAN FRANCISCO.  
THE Steamship  
"DAKOTAH."  
will be despatched for the above Ports on MONDAY, the 6th August.  
For Freight and further particulars apply to  
SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, 29th June, 1906. [1328]

## COMPAGNIE DES MESSEGERIES MARITIMES.

FRENCH MAIL STEAMERS.  
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERANEEAN and BLACK SEA PORTS  
THE Steamship  
"ARMAND BEHIC,"  
Captain Barillon, will be despatched for MARSEILLES on TUESDAY, the 7th August, at 1 P.M.  
Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.  
Cargo also booked for principal places in Europe.  
Next sailings will be as follows:  
S.S. "ERNEST SIMONS" ... 21st Aug.  
S.S. "CALEDONIAN" ... 4th Sept.  
S.S. "POLYNESIAN" ... 18th Sept.  
S.S. "SALAZAR" ... 2nd Oct.  
G. DE CHAMPEAUX,  
Agent,  
Hongkong, 25th July, 1906. [2]

## TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.  
Regular Steamship Service between Hongkong and South American Ports.  
Proposed Sailing from Hongkong to CALLAO, IQUIQUE, VIA JAPAN PORTS.  
Steamers: Tons: About:  
"KASADO MARU" 6,000 7th Aug., Noon.  
"GLENFARIG" 4,000 25th Aug., Noon.  
(Date of sailing subject to alteration.)  
Taking freight also to other Western Coast Ports of South America, transhipping to the Connecting Line.  
The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.  
For further information as to Freight and Passage, apply to  
K. MATSUDA,  
Manager,  
Hongkong, 30th July, 1906. [1447]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AMERICAN PORTS.  
THE Steamship  
"MOLDAVIA,"  
Captain E. H. Gordon, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 11th August, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. *Marmosa*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Penang.  
Silk and Valuable, all cargo for France and Ton for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Moldavia*, due in London on 23rd September.  
Parcels will be received at this Office until 1 P.M. the day before sailing. Two contents and value of all packages are required.  
For further







